

**COPY**  
**RECEIVED**  
SEP 18 2001

Illinois Commerce Commission  
RAIL SAFETY SECTION

ILLINOIS COMMERCE COMMISSION

The Burlington Northern and Santa Fe )  
Railway Company, the Village of Lomax in )  
Henderson County, and the State of )  
Illinois, Department of Transportation. )  
T00-0114  
Stipulated Agreement regarding improv- )  
ing public safety at the crossing the )  
Company's tracks with a public highway )  
known as Main Street located in the )  
Village of Lomax in Henderson County, )  
Illinois, designated as crossing DOT )  
004 741A, milepost 218.94-M. )

SUPPLEMENTAL PETITION

Now comes The Burlington Northern and Santa Fe Railway Company ("BNSF"), supplemental petitioner herein, and for its Supplemental Petition requests the Illinois Commerce Commission grant BNSF an additional \$20,606.00 from the Grade Crossing Protection Fund representing 50 percent of the additional cost necessary to complete the project authorized by the order of the Illinois Commerce Commission entered in the above-entitled matter on January 31, 2001. In support of its Supplemental Petition, BNSF states as follows:

1. Pursuant to Stipulated Agreement, on January 31, 2001, the Illinois Commerce Commission entered its order in the above-captioned cause which required and directed BNSF to perform certain crossing and crossing warning device improvement work at a public highway at-grade crossing located at the intersection of the tracks of BNSF and Main Street located in the Village of Lomax, Henderson County, Illinois, designated as crossing DOT 004741A, milepost 218.94M. Included in the improvement work was the installation of

constant warning time circuitry to control the existing automatic flashing light signals and gates at the aforesaid public at-grade crossing. Attached hereto as Exhibit 1 is a true and correct copy of the aforesaid January 31, 2001, Order of the Commission and fully executed Stipulated Agreement.

2. In conjunction with preparation and execution of the subject Stipulated Agreement, BNSF provided its preliminary cost estimate to upgrade the existing crossing circuitry to constant warning time circuitry. The preliminary cost estimate for the aforesaid work was \$124,991.00.

3. After issuance of the January 31, 2001, order, BNSF proceeded to prepare its final estimate of cost and order the materials necessary to install the constant warning time circuitry at the subject crossing. At that time, BNSF observed that it inadvertently failed to include in its original preliminary estimate two HXP looks which are necessary for the proper operation of the constant warning time circuitry. The cost of these additional materials totals \$41,212.00. As a result, the total cost for installation of the constant warning time circuitry at the subject crossing is \$166,203.00 and not the \$124,991.00 amount as set forth in BNSF's preliminary estimate of cost. Attached hereto as Exhibit B is the corrected estimate of cost in the total sum of \$166,203.00.

4. The January 31, 2001, order entered by the Illinois Commerce Commission in the above-captioned cause provided that the Grade Crossing Protection Fund of the Motor Fuel Tax Law would bear

50 percent of the cost of installation of the constant warning time circuitry, not to exceed the sum of \$62,496.00.

5. As the increase in cost of the constant warning time circuitry is due to an inadvertent omission in the estimation of the project cost and not a cost overrun, it is fair and equitable that the Grade Crossing Protection Fund allocation to the project cost should be increased by the sum of \$20,606.00 for a total cost contribution of \$83,099.00 to reflect the interest of the statewide travelling public.

WHEREFORE, The Burlington Northern and Santa Fe Railway Company, supplemental petitioner herein, respectfully requests that the Illinois Commerce Commission issue its supplemental order requiring the Grade Crossing Protection Fund to bear 50 percent of the actual cost of installation of the constant warning time circuitry in an amount not to exceed \$83,099.00. The Burlington Northern and Santa Fe Railway Company further requests that the Illinois Commerce Commission enter its supplemental order without the necessity of a public hearing.

KENNETH J. WYSOGLAD & ASSOCIATES

By   
Michael L. Sazdanoff

Michael L. Sazdanoff  
Kenneth J. Wysoglad & Associates  
Attorneys for Supplemental Petitioner  
The Burlington Northern and  
Santa Fe Railway Company  
118 South Clinton Street  
Suite 700  
Chicago, Illinois 60661  
(312) 441-0333

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

The Burlington Northern and Santa Fe Railway Company, the  
Village of Lomax in Henderson County, and the State of Illinois,  
Department of Transportation.

T00-0114

Stipulated Agreement regarding improving public safety at the  
crossing the Company's tracks with a public highway known as  
Main Street located in the Village of Lomax in Henderson County,  
Illinois, designated as crossing DOT 004 741A, milepost 218.94-  
M.

ORDER

By the Commission:

On June 9, 2000, July 7, 2000, July 20, 2000, and December 5, 2000, the Staff of the Illinois Commerce Commission, The Burlington Northern and Santa Fe Railway Company, the Illinois Department of Transportation and the Village of Lomax in Henderson County, respectively, executed the Stipulated Agreement according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law. The Stipulated Agreement, which is appended hereto, provides for safety improvements at the crossing of The Burlington Northern and Santa Fe Railway Company's tracks with a public highway known as Main Street, located in the Village of Lomax, Henderson County, Illinois. The Stipulated Agreement contains estimates of cost to accomplish the improvements and a division of cost among the parties.

The Commission, having given due consideration to the Stipulated Agreement, finds that:

- (1) the Commission has jurisdiction over the parties and the subject matter of this proceeding;
- (2) the physical characteristics of the subject highway - railroad grade crossings, rail and highway volumes and speeds are indicated on Exhibit A, of the Stipulated Agreement, appended hereto;
- (3) the Parties agree that in the interest of public safety the improvements as set forth in Section 2 of the Stipulated Agreement, appended hereto, should be performed;
- (4) the cost for the proposed improvements should be divided among the parties and the Grade Crossing Protection Fund of the Motor Fuel Tax Law,

EXHIBIT A

in accordance with the Law;

- (5) it is fair and reasonable that the Secretary of the Illinois Department of Transportation through the Grade Crossing Protection Fund of the Motor Fuel Tax Law, and The Burlington Northern and Santa Fe Railway Company be directed to bear their respective portions of the actual cost of the proposed improvements as set forth in Section 5 of the Stipulated Agreement, appended hereto.

IT IS THEREFORE ORDERED that the terms of the Stipulated Agreement executed by the Staff of the Illinois Commerce Commission, The Burlington Northern and Santa Fe Railway Company, the Illinois Department of Transportation and the Village of Lomax in Henderson County, on June 9, 2000, July 7, 2000, July 20, 2000, and December 5, 2000, respectively, be, and they are hereby accepted and required to be met by the aforesaid parties.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company be, and it is hereby, required and directed to proceed immediately in performing its work as set forth in Section 2 of the Stipulated Agreement, appended hereto, and shall complete its work within one (1) year from the date of this Order.

IT IS FURTHER ORDERED that the cost of making the improvements herein required shall be divided among the parties and the Grade Crossing Protection Fund of the Motor Fuel Tax Law, as set forth in Section 5 of the Stipulated Agreement, appended hereto.

IT IS FURTHER ORDERED that the Illinois Department of Transportation shall, within thirty (30) days of its receipt of a detailed cost estimate and general layout plan, furnish to the Commission a statement of its approval or disapproval thereof, this for the information of the Commission when considering the application herein required to be filed in accordance with Form 3 of 92 Ill. Adm. Code 1535.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall file Form 3 of 92 Ill. Adm. Code 1535 of this Commission, one for each location, showing details of the automatic warning devices herein required and shall receive approval thereof by X-Resolution before commencing the work of installation.

IT IS FURTHER ORDERED that all bills for expenditures authorized to be reimbursed from the Grade Crossing Protection Fund shall be submitted to Mr. Henry Cronister, Bureau of Local Roads and Streets, Main Office, Illinois Department of Transportation at 2300 South Dirksen Parkway, Springfield, Illinois, 62764. The Illinois Department of Transportation shall submit a copy of each bill to the Director of

Processing and Information, Transportation Division of the Commission. The final bill for expenditures shall be clearly marked "Final Bill". All bills shall be submitted to the Department no later than twenty four (24) months from the date of this Order. Authorization for reimbursement from the Grade Crossing Protection Fund shall expire twelve (12) months after the completion date specified in this Order. The Department shall, at the end of the 24<sup>th</sup> month from this Order date, de-obligate all residual funds accountable for installation costs for this project.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall at six (6) month intervals from the date of this Order until the project has been completed, submit written reports to the Director of Processing, Transportation Division of the Commission stating the progress [it / each] has made toward completion of the work herein required. Each progress report shall include the Commission Order Number, the Order Date, the project completion date as noted in this Order, crossing information (Inventory Number and Railroad Milepost), type of improvement, and project manager information (the name, title, mailing address, phone number and facsimile of The Burlington Northern and Santa Fe Railway Company employee responsible for management of the project.)

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall submit to the Director of Processing, Transportation Division of the Commission within five (5) days of the completion of the work herein required, a National Inventory Update Report Form as a notice of said completion.

IT IS FURTHER ORDERED that The Burlington Northern and Santa Fe Railway Company shall at six (6) month intervals from the date of this Order until the project has been completed, submit written reports to the Director of Processing, Transportation Division of the Commission stating the status of expenditures of the total project and percentage of completion of the project. If the project is behind schedule the report(s) must also include a brief explanation of the reason(s) for the delay.

IT IS FURTHER ORDERED that, subject to Section 18c-2201 and 18c-2206 of the Law, this is a final decision subject to the Administrative Review Law.

By Order of the Commission this 31st day of January, 2001.

*Richard L. Mathias*<sup>3</sup>

Chairman

EXAMINER
SECTION CHIEF <i>MES</i>
<i>[Signature]</i> Supervisor of Orders

ORIGINAL

STATE OF ILLINOIS

ILLINOIS COMMERCE COMMISSION

T00-0114

STIPULATED AGREEMENT

This agreement made and entered into, by and between the State of Illinois acting by and through the Illinois Commerce Commission, hereinafter referred to as the "Commission", The Burlington Northern and Santa Fe Railway Company, hereinafter referred to as the "Company", the Village of Lomax in Henderson County, hereinafter referred to as the "Village", and the State of Illinois, Department of Transportation, hereinafter referred to as the "Department".

WITNESSETH:

WHEREAS, it has come to the attention of the Commission through Staff investigation that inquiry should be made into the matter of improving public safety at the crossing of the Company's tracks with a public highway known as Main Street located in the Village of Lomax in Henderson County, Illinois, designated as crossing DOT 004 741 A, milepost 218.94-M; and

WHEREAS, proper investigation has been made of the circumstances surrounding the aforesaid crossing by a staff member of the Commission's Transportation Division, Railroad Section; and

WHEREAS, the physical aspects, including geometrics of the intersection, train movements, vehicular traffic volume, and all other pertinent data relating to the crossing have been obtained and shown on Exhibit A, attached to the agreement; and

WHEREAS, the parties are mutually agreeable to accomplish the proposed improvements upon a determination of the Commission by Order.

NOW, THEREFORE in consideration of the premises and of the mutual covenants and agreements as hereinafter contained the parties pray that the Commission enter an Order according to the provisions of Section 18c-7401 of the Illinois Commercial Transportation Law requiring that certain improvements as hereinafter stated be made and that the cost for the proposed improvements be divided among the parties according to law and that in the interest of the statewide traveling public the Grade Crossing Protection Fund of the Motor Fuel Tax Law be required to bear a substantial portion of the cost; To Wit the parties agree as follows:

Section 1 All improvements encompassed by this agreement shall be made in accordance with all applicable State laws, rules, standards, regulations and Orders and procedures in general.

DOCKETED

Section 2                The Commission, the Village and the Department are of the opinion that the proper improvements in the interest of public safety at the aforesaid crossing should be:

- a) the COMPANY should install constant warning time circuitry to control the existing automatic flashing light signals and gates;
- b) the Company should reconstruct the siding track crossing surface so that it meets the requirements of 92 ILL. Adm. Code 1535;

Section 3                The Company has prepared a preliminary estimate of cost which is attached as exhibit B, to accomplish the proposed improvements which it may be required to perform; The Company shall upon Order, according to the requirements contained therein, prepare detailed drawings, detailed circuit plans, estimates of cost, and any required specifications for the proposed improvements for the approval of the Commission and Department.

Section 4                The Company shall upon Order, according to the requirements contained therein, proceed toward the completion of the proposed improvements, accomplishing the work with its own forces or appropriate contracted services and agrees that an appropriate time for the submission of plans should be one hundred twenty (120) days, for the submission of progress reports should be six (6) months and for the completion of the proposed improvements should be twelve (12) months, from the date of Commission Order subsequent to this agreement.

Section 5                The parties hereto agree that an equitable division of cost for the proposed improvements should be:

- a) the cost to install constant warning time circuitry to control the existing automatic flashing light signals and gates, estimated at \$124,991, should be allocated 50% to the Grade Crossing Protection Fund (Fund), not to exceed \$62,496, with the COMPANY bearing any remaining cost after payment from the Fund, as well as all future operation and maintenance cost thereof;
- b) the cost reconstruct the siding track crossing surface should be allocated 100% to the Company as well as all future maintenance cost thereof;

Section 6                Special Provisions:                The COMPANY shall file a written report with the Director of Processing within fifteen (15) days of the conclusion of each calendar quarter, stating the status of expenditures of their portions of the project and the percentage of completion of the project; if the project is behind schedule the report must include a brief explanation of the reason(s) for the delay.

All bills for expenditures authorized to be reimbursed from the Grade Crossing



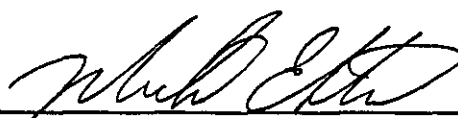
Protection Fund shall be submitted to Mr. Henry Cronister, Bureau of Local Roads and Streets, Main Office, Illinois Department of Transportation at 2300 South Dirksen Parkway, Room 205, Springfield, Illinois, 62764. The Department shall send a copy of each bill received to the Director of Processing and Information, Transportation Division of the COMMISSION. The final bill for expenditures from each party shall be clearly marked "Final Bill". All bills shall be submitted to the DEPARTMENT and COMMISSION no later than twenty four (24) months from the date of COMMISSION Order subsequent to this agreement. Authorization for reimbursement from the Grade Crossing Protection Fund shall expire twelve (12) months after the completion date specified in the Order. The DEPARTMENT shall, at the end of the 24<sup>th</sup> month from the COMMISSION's Order date, de-obligate all residual funds accountable for installation costs for this project.

The COMPANY shall within ninety (90) days of the date of COMMISSION's Order subsequent to this Agreement, submit to the Director of Processing, Transportation Division of the Commission, the name, title, mailing address, phone number and facsimile number of a project manager.

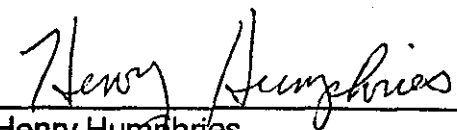
Commission Order T99-0108 required the COMPANY to install remote monitoring equipment at all signalized public highway/rail grade crossings in Illinois. If the remote monitor have been installed at the Main Street crossing, prior to execution of this agreement, the COMPANY shall reuse the same equipment as part of the work described hereinabove. If the remote monitor has not been installed at the Main Street crossing, prior to execution of this agreement, the COMPANY shall do so as part of the work described hereinabove, with the installation cost divided between the COMPANY and the Grade Crossing Protection Fund per the terms set forth in Order T99-0108.

In Witness Whereof, the parties have caused this agreement to be executed by their duly authorized officers, as of the dates indicated herein.

Executed by the Commission this 9<sup>th</sup> day of June, 2000.

  
\_\_\_\_\_  
Michael E. Stead  
Railroad Safety Program Administrator

Attest:

  
\_\_\_\_\_  
Henry Humphries,  
Railroad Safety Specialist

Illinois Commerce Commission Stipulated Agreement No. 932 concerning an improvement at the Main Street grade crossing of The Burlington Northern and Santa Fe Railway Company tracks located in the Village of Lomax, Henderson County, Illinois designated as crossing AAR/DOT # 004 741A, Milepost 218.94-M.

Executed by The Burlington Northern and Santa Fe Railway Company this 7<sup>TH</sup> day of July, 2000.

THE BURLINGTON NORTHERN AND  
SANTA FE RAILWAY COMPANY

By:

Cheryl J. Jankovic

APPROVED AS TO FORM 6/29/00  
Wesley Price

Burlington Northern Santa Fe Law Department

Attest:

Wesley Price

Illinois Commerce Commission Stipulated Agreement No. 932 concerning an improvement at the Main Street grade crossing of The Burlington Northern and Santa Fe Railway Company tracks located in the Village of Lomax, Henderson County, Illinois designated as crossing AAR/DOT # 004 741A, Milepost 218.94-M.

Executed by the Department this 20TH day of JULY, 2000.

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

By:

James C. Slifer  
Director of Highways

Illinois Commerce Commission Stipulated Agreement No. 932 concerning an improvement at the Main Street grade crossing of The Burlington Northern and Santa Fe Railway Company tracks located in the Village of Lomax, Henderson County, Illinois designated as crossing AAR/DOT # 004 741A, Milepost 218.94-M.

Executed by the Village of Lomax this 5<sup>th</sup> day of Dec., 2000.

VILLAGE OF LOMAX

By Bobby J. May

Attest:

Leslie A. Roberts, Clerk/Treas.

STATE OF ILLINOIS  
ILLINOIS COMMERCE COMMISSION  
STIPULATED AGREEMENT SURVEY FORM

RR/Line BNSF Milepost 218.94-M Inventory # 004 741A  
City (I) Lomax Street Main Street County Henderson  
Jurisdiction Local Urban XX Rural      Commercial      Residential       
Street Surface Oil/Chip Width 18' Condition Fair  
Angle 90° Tracks Tangent Yes Degree of Curve -- Superelevation --  
Depth of Cut ----- Height of Fill -----

Crossing Surface

Track Centers	Elevation	Track	Type	Width	Condition
		<u>Main</u>	<u>FDT</u>	<u>24'</u>	<u>Fair</u>
<u>14' - 0"</u>	<u>Level</u>				
		<u>Main</u>	<u>FDT</u>	<u>24'</u>	<u>Fair</u>
<u>21'</u>	<u>Level</u>				
		<u>Side</u>	<u>FDT</u>	<u>24'</u>	<u>Fair ↔ Poor</u>

Intersecting Roads 100' None 200' None

Traffic Control Devices Present None

ADT 225 Speed posted 30mph. Statewide Yes

Schoolbuses Yes Hazardous Materials Yes Other     

Rail Traffic: Ft. 40 @ 70 mph Pass. 2 @ 79 mph Switch     

Simultaneous Movements Yes Daylight and Dark Yes

Present Protection AFLS/Gates

Advance Warning Signs Yes Pavement Marking No

## Visibility Study

Quad	Clearing Visibility	Obstruction	Stopping Visibility	Obstruction
NE	N/A		N/A	
NW	N/A		N/A	
SE	N/A		N/A	
SW	N/A		N/A	

### Approach Grades

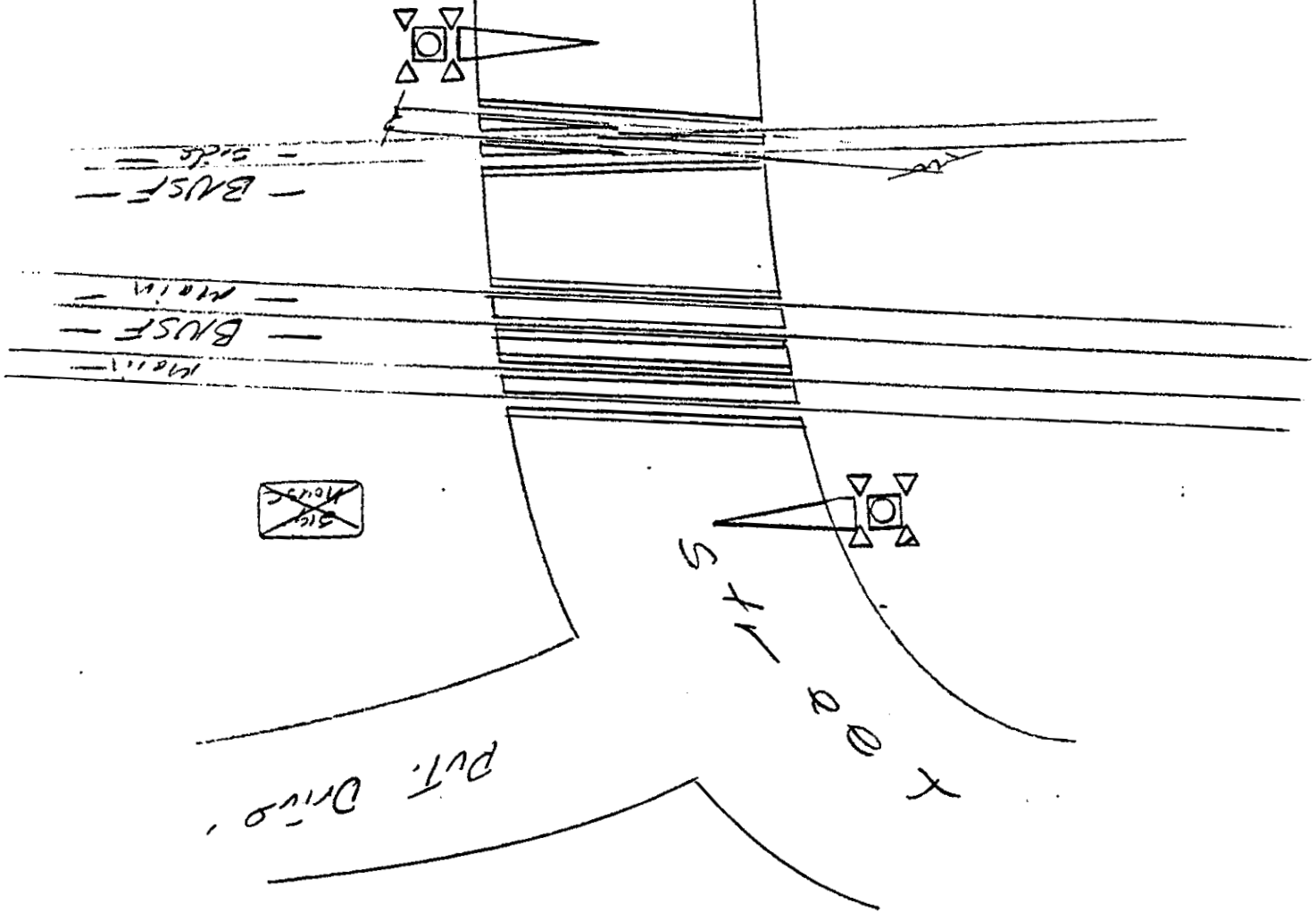
North	<u>Meets</u>	<u>92 %</u>	<u>Il.</u>	<u>Adm. %</u>	<u>Code</u>	<u>1535 %</u>
South	<u>"</u>	<u>" %</u>	<u>"</u>	<u>" %</u>	<u>"</u>	<u>" %</u>

Comments: \_\_\_\_\_

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Scale:  
None

main



sig  
None

road

DUT. Drive

H

Sketch of crossing

H

Exhibit A  
Page 1





BNSF



CHERYL TOWNLIAN

Project Engineer

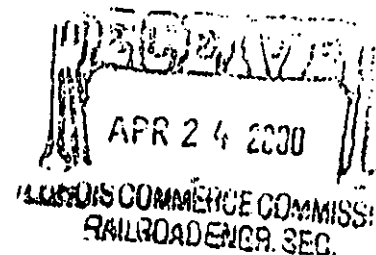
Burlington Northern Santa Fe

3253 E. Chestnut Exp.  
Springfield, MO 65742Phone: (417) 864-2154  
Fax: (417) 864-2498

Page 1

April 20, 2000

Henry Humphries  
Railroad Safety Specialist  
Illinois Commerce Commission  
P.O. Box 19280  
Springfield, IL 62794-9280



Dear Mr. Humphries,

Regarding the crossing circuitry upgrades that extend from Niota to Galesburg on the Chillicothe Subdivision of the Burlington Northern and Santa Fe Railway lines.

Per your request, we are submitting herewith copy of our preliminary estimate of cost to upgrade the existing circuitry to Constant Warning Time, as determined by our field investigation back in February of this year.

If we can be of further assistance or if additional information is needed, please do not hesitate to contact us.

Yours very truly,

A handwritten signature in cursive script, appearing to read "Cheryl Townlian".

Cheryl Townlian

Cc: Rob Millinder  
A. J. Lehman

THE B. N. S. F. RAILWAY COMPANY  
FHPM ESTIMATE FOR  
STATE OF ILLINOIS

LOCATION - DALLAS CITY

## DETAILS OF ESTIMATE

## PURPOSE, JUSTIFICATION AND DESCRIPTION

CHANGES AT MAIN ST., LOMAX, IL. DOT 004741A WITH NEW BUNGALOW, CONSTANT WARNINGS, BATTERIES, CHARGERS, RELAYS, TERMINATIONS, ETC.

THE ATTACHED MATERIAL LIST REFLECTS TYPICAL, REPRESENTATIVE PACKAGES USED FOR ESTIMATING PURPOSE.

THEY CAN BE EXPECTED TO CHANGE AFTER ENGINEERING PROCESS, DETAIL AND ACCURATE MATERIAL LIST WILL BE FURNISHED WHEN ENGINEERING IS COMPLETED.

CONTINUING CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

THIS ESTIMATE GOOD FOR 90 DAYS, THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE DUE TO COST FOR MATERIAL, LABOR, AND OVERHEADS.

\*\*\*\*\* SIGNAL WORK ONLY \*\*\*\*\*

THE STATE OF ILLINOIS TO PAY 100%.

THIS ESTIMATE IS VALID ONLY IF THE WORK AT FS RT 522 IS DONE IN CONJUNCTION WITH THIS PROJECT.

DESCRIPTION	QUANTITY	U/M	COST	TOTAL \$
*****				
LABOR				
*****				
ELECTRICAL LABOR F/POWER TRANS SYS	54.00	MH	1,107	
SIGNAL FIELD LABOR	672.00	MH	14,740	
SIGNAL SHOP LABOR	64.00	MH	1,264	
PAYROLL ASSOCIATED COSTS			10,572	
EQUIPMENT EXPENSES			3,113	
SUPERVISION EXPENSES			11,618	
PERDIEM EXPENSES			5,460	
INSURANCE EXPENSES			2,566	
TOTAL LABOR COST			50,440	50,440
*****				
MATERIAL				
*****				
BATTERY & CHARGERS	1.00	EA	5,800	
BUNGALOW 6X6 PER SKR101	1.00	EA	5,182	
BUNGALOW MATERIAL	1.00	EA	5,963	
FIELD MATERIAL	1.00	EA	2,267	
HXP-PMD3R2 W/RSI & RMM	1.00	EA	19,975	
MATERIAL FOR ELECTRICAL	1.00	EA	1,500	
MISC. MATERIAL	1.00	EA	1,000	
TERMINATIONS, FSS-2A	4.00	EA	2,200	
TRACK WIRE	1.00	LS	1,700	
TUNED JOINT COUPLERS	4.00	EA	3,000	
VIGILANT RECORDER	1.00	EA	1,660	
STORE EXPENSES			1,236	
USE TAX			3,213	
OFFLINE TRANSPORTATION			627	
TOTAL MATERIAL COST			55,323	55,323
*****				
OTHER				
*****				
CONTRACT ENGR.	1.00	EA	6,000	
DIRECT SHIPPING	1.00	LS	1,300	
TOTAL OTHER ITEMS COST			7,300	7,300
PROJECT SUBTOTAL				113,063
CONTINGENCIES				11,306
BILL PREPARATION FEE				622
GROSS PROJECT COST				124,991
LESS COST PAID BY BNSF				0
TOTAL BILLABLE COST				124,991

\*\*\*\*\* MAINTAIN PROPRIETARY CONFIDENTIALITY \*\*\*\*\*

THE B. N. S. F. RAILWAY COMPANY  
FHPM ESTIMATE FOR  
STATE OF ILLINOIS

LOCATION - DALLAS CITY DETAILS OF ESTIMATE

PURPOSE, JUSTIFICATION AND DESCRIPTION

UPGRADE CIRCUITRY IN NEW BUNGALOW AT MAIN ST. IN LOMAX, IL. DOT 004741A ILLINOIS DIV...  
CHILLICOTHE SUBDIV L/S 7000 M.P. 218.93

THE ATTACHED MATERIAL LIST REFLECTS TYPICAL, REPRESENTATIVE PACKAGES USED FOR ESTIMATING PURPOSE.

THEY CAN BE EXPECTED TO CHANGE AFTER ENGINEERING PROCESS, DETAIL AND ACCURATE MATERIAL LIST WILL BE FURNISHED WHEN ENGINEERING IS COMPLETED.

CONTINUING CONTRACTS HAVE BEEN ESTABLISHED FOR PORTIONS OF SIGNAL WORK ON THE BNSF RAILROAD.

THIS ESTIMATE GOOD FOR 90 DAYS, THEREAFTER THE ESTIMATE IS SUBJECT TO CHANGE DUE TO COST FOR MATERIAL, LABOR, AND OVERHEADS.

\*\*\*\*\* SIGNAL WORK ONLY \*\*\*\*\*

THE STATE OF ILLINOIS TO PAY 50%. BNSF TO PAY 50%.

THIS ESTIMATE IS VALID ONLY IF THE WORK AT FS RT 522 IS DONE IN CONJUNCTION WITH THIS PROJECT.

DESCRIPTION	QUANTITY	U/M	COST	TOTAL \$
*****				
LABOR				
*****				
SIGNAL FIELD LABOR	840.00	MH	18,977	
SIGNAL SHOP LABOR	72.00	MH	1,465	
PAYROLL ASSOCIATED COSTS			13,884	
EQUIPMENT EXPENSES			4,336	
SUPERVISION EXPENSES			12,224	
INSURANCE EXPENSES			3,065	
TOTAL LABOR COST			53,951	53,951
*****				
MATERIAL				
*****				
BATTERY	1.00	LS N	6,148	
BUNGALOW 6X6 PER SKR101	1.00	EA N	5,190	
BUNGALOW MATERIAL	1.00	EA N	8,902	
CABLE	1.00	LS N	5,380	
FIELD MATERIAL	1.00	EA N	3,901	
HXP3R2 SYSTEM COMPLETE	1.00	EA N	20,011	
HXP3R2 W/AX COMPLETE UNI SYSTEM	1.00	EA N	15,500	
MATERIAL FOR ELECTRICAL	1.00	EA	1,500	
MISC. MATERIAL	1.00	EA N	1,000	
RELAY W/ BASE	7.00	EA N	3,500	
SHUNT	6.00	EA N	1,800	
SIMULATED TRACK	2.00	EA N	500	
VIGILANT RECORDER	1.00	EA N	1,660	
STORE EXPENSES			37	
USE TAX			4,798	
OFFLINE TRANSPORTATION			939	
TOTAL MATERIAL COST			80,766	80,766
*****				
OTHER				
*****				
CONTRACT ENGR.	1.00	EA	7,500	
DIRECT SHIPPING	1.00	LS	1,300	
EQUIPMENT RENTAL	1.00	LS	6,825	
TOTAL OTHER ITEMS COST			15,625	15,625
PROJECT SUBTOTAL				150,342
CONTINGENCIES				15,034
BILL PREPARATION FEE				827

EXHIBIT B

GROSS PROJECT COST  
LESS COST PAID BY BNSF

-----  
166,203  
83,104  
-----

TOTAL BILLABLE COST

83,099  
=====

PROOF OF SERVICE

Michael L. Sazdanoff, an attorney, deposes and says that on the 13 day of SEPTEMBER, 2001 he caused to be served, a true and correct copy of SUPPLEMENTAL PETITION upon:

Mr. Henry Humphries  
Railroad Section Staff  
Illinois Commerce Commission  
527 E. Capitol Avenue  
Springfield, IL 62701


Mr. James C. Slifer  
Director, Division of Highways  
Illinois Department of Transportation  
2300 S. Dirksen Parkway  
Rm. 300, Administration Building  
Springfield, Illinois 62764

Mr. Randy May  
Village of Lomax, President  
P.O. Box 116  
Lomax, IL 61454-0116

Ms. Leslie A. Roberts  
Village of Lomax, Clerk  
P.O. Box 116  
Lomax, IL 61454-0116

Mr. Dan Ratermann  
Henderson County Highway Engineer  
150 N. Mary Street  
Stronghurst, IL 61480

by depositing same in the U.S. Mail depository located at Adams and Clinton Streets, Chicago, Illinois in an envelope(s) with first-class postage, prepaid.

A handwritten signature in black ink, appearing to be 'MS', written over a horizontal line.